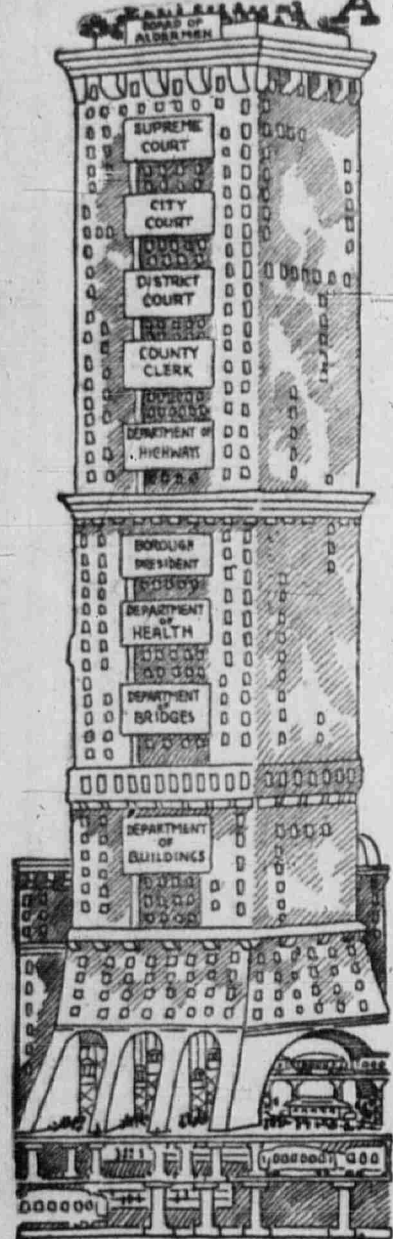


## The Evening World

Published by the Press Publishing Company, No. 53 to 55 Park Row, New York.  
Entered at the Post-Office at New York as Second-Class Mail Matter.

VOLUME 47 NO. 16,734.

## A GREAT BUILDING.



Thursday was a great day for The Evening World in the furthering of other measures it advocates besides the passage of the Municipal Building bill. The contracts for the subway loop were let. The Rapid Transit Commission directed the drawing of the contracts and arranged for receiving the bids for the municipal interborough subway, which would carry passengers from the Bronx to Coney Island for one fare.

Both of these public improvements—the subway loop and the interborough subway—add to the advantages of this site for the municipal building and court-house by making it the most accessible to all sections of Greater New York.

Here should be erected a building typical of this great city, not an onyx structure, with mosaics and showy marbles like the Hall of Records; not an architectural nightmare like the old Tweed Court-House or the Federal Post-Office, but a great building, as simple and beautiful as the old City Hall, but carried up to the sky in lines of simplicity and strength, symbolical of the true sentiments and aspirations of the people of New York.

## Letters from the People.

## A Car for Nuisances.

To the Editor of The Evening World:  
A reader asks: "Why not have smoking cars on subway trains?" Another says: "Why not give up the bad habit of smoking instead of further indulging it by special cars?" Well, now, why not have special cars and put the smokers in them, and let them throw tobacco ashes on the floor? Put the peanut hogs and garlic eaters in the same car, and at the end of the line have men with respirators over their faces go in and open up the car and clean it out. The other passengers would ride in these cars. Anybody who has stepped into the smoking cabin of a ferry boat, after being on the upper deck, will have a very faint idea what a subway smoker would be like. Do put the hogs in the pen!  
OZONE.

## "Mere Man."

To the Editor of The Evening World:  
If a man hits his sweetheart he is fined from \$50 up to a breach of promise case and denounced as a scoundrel. If the young lady hits the man the poor fellow isn't allowed by society to open his mouth in his own defense. He then is at liberty to accept some other fellow. Strange, isn't it, readers? W. C. M.

## No. Apply to Your Congressman.

To the Editor of The Evening World:  
Can anybody become a cadet at West Point without an appointment?  
B. AYRES, Marlboro, N. Y.

## In the World Almanac.

To the Editor of The Evening World:  
Where can I obtain a full description of the Statue of Liberty, giving height over all, height of the bronze figure, etc?  
A. R. W.

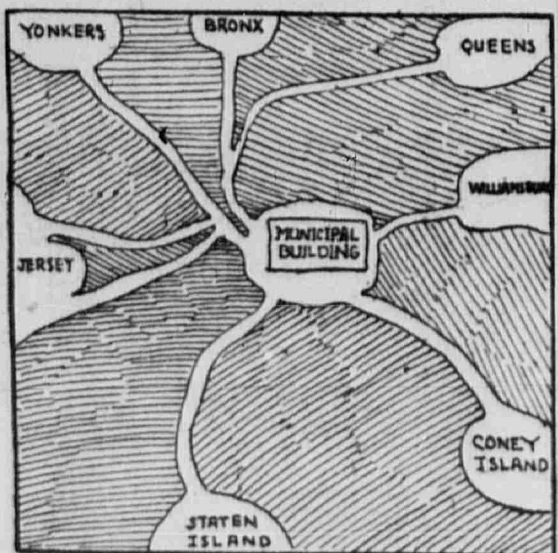
## Rapid Transit in War.

To the Editor of The Evening World:  
In event of war with Japan we will have nothing to fear if the War Department enlists the services of the local rapid transit roads. The successful smoker in which they have waged war against poverty and against Greater New York's strenuous population of four millions proves our position would

NOTHER important bill which The Evening World has steadfastly advocated is in the hands of the Governor. That is the bill to provide for a great municipal building at the New York end of the old Brooklyn Bridge. The fact that this bill was introduced by Senator McCarren is all the more reason for its becoming a law, because when Senator McCarren introduces a good bill it is so unusual that there is all the more reason to give it permanent form in the statute books.

This bill offers the easiest and speediest solution to the new court-house question and the municipal-building problem. Making its purpose a fact would relieve the city from a huge rent-roll of hundreds of thousands of dollars a year. It will enable the concentration of the city departments and bureaus and increase their efficiency and effect the reduction of their expenditures.

This should be the greatest building in the world. The land the city has already acquired by condemning the triangle between Centre street and Park Row at the expense of over \$8,000,000. Originally the city authorities contemplated the use of this expensive property only for bridge terminals and subways. The Evening World's suggestion that over the underground, surface and elevated tracks there should be built a colossal municipal building soon found popular acceptance.



## The Chorus Girl Tells About Hocking the Clock.

By Roy L. McCardell.



is the wife of Trim-the-Lush Larry, the night hawk caddy that's been like a family coachman to us for years. And you never can tell what that sort of people may say about you if you go too far with them. And that's why I always caution Mamma De Branscombe about making too free with such people.



Dopey Takes the Clock to His Favorite Pawnbroker, Over on Eighth Avenue.

"But there's something about a waiter or a caddy that has Mamma De Branscombe faded. They seem to have the Indian sign on her. It's a strange thing, but there's lots of ladies that seem to be afraid of waiters and anxious to be pally with them. Wasn't you ever out with one that was more worried that the waiter should get a big tip than what sort of dinner she was getting? Of course, it's nice to keep in right with Trim-the-Lush Larry, and although he hands a left arm jab now and then on his wife when he comes home disappointed at a fare who's fell down asleep in his boat, but he found broke when frisked, yet if it came to a fight outside the family Larry would be with his wife. Larry is always willing to pick up on speculation when business is bad, and that is another reason. Why, I've seen that good-hearted guy drive Amy De Branscombe and me up and down Broadway for hours in the hope we could high-sign some one on the sidewalk who'd ask us to stop in some place to have something, and under such circumstances, if he is a live one, he'll say: 'Let me pay for your cab!'

"Oh, don't you believe but what lots of chorus girls you see riding in cabs is there at the driver's invita-

keeper has all the rooms in the Fifth Avenue mansion locked except the one Percy occupies, in which there's nothing portable. 'At that, the housekeeper and the butler and the other servants' keep their eye on Master Percy. Down the hall is a big clock and Percy makes up his mind that he'll get out and lock it. So he fixes it up with Dopey McKnight to come around only in the morning with Trim-the-Lush Larry's cab and they'll cop the clock. So the servants won't catch on, Percy tells Dopey he mustn't ring the bell, but he'll tie a string to his toe and hang it out of the upstairs window and when Dopey comes around with the cab he can pull the string and wake Percy, who will slip down, if the coast is clear, and quietly carry the hall clock out to the cab.

"Dopey has Trim-the-Lush Larry drive him around early. He pulls the string, but it's caught on something during the night at the upper window and it breaks off short. Dopey knows he mustn't ring the bell so he has to sit in the cab across the street till Percy wakes up, which he does about noon. He sees Dopey and the cab from his window and comes down and they get the clock in the cab.

"Say, it looks like as if we're going to have a chorus ladies' panic. The lemon showers for out!"

cost a world of money, and Percy can hock it anytime for \$1.

"He gets \$1 on his dress suit, too, so when he has to put on his dress suit he has to put in his glass eye.

"He wears a black patch with his dress suit and is the gayest of the gay, but when Old Man Moneyton is home he makes an awful fuss about it and once or twice Percy has been able to have evening attire and his artificial eye at the same time. Old Man Moneyton says the cause of wealth is to heap up a lot of money and know it's going to go to people like Percy when he dies.

"No, he won't leave it to charity, he says; it's a toss up between the worthless rich and the worthless poor, and charity should begin at home.

"So you see, kid, money isn't such a much after all! Say, do you believe anybody in New York has a dollar and a half? Mamma De Branscombe says it ain't no use in being careful of what company you keep these days, because there isn't nobody you meet that it's worth while to sue for breach of promise and non-support.

"Say, it looks like as if we're going to have a chorus ladies' panic. The lemon showers for out!"

## The Foolkiller By R. W. Taylor



## The New Cable.

THE proposed New York and Panama cable will be 2,300 miles in length. The only intermediate station will be at Havana, Cuba. It is proposed eventually to extend the line into South America.

## A Year of Invention.

MORE patents were applied for and more patents issued and released by the United States Government in 1906 than in any other year in its history. The number of applications was 4,441 and of patents 4,441.

## THE RAPID TRANSIT SYSTEM PRIMER. BY DEXTER W. HANSON

## No. 5.—Brooklyn Bridge Defects.

OF what is the Brooklyn Bridge most famous? For being the most congested railway terminal in the world. Why has nothing ever been done to remedy the congestion? Because the authorities could never agree as to the best thing to do. Is it a fact, as is so generally said, that the city is spending \$2,000,000 for a new terminal at the Manhattan end. But will not this large sum of money make it possible to provide a seat for every passenger?

Oh, no. There is no intention to even try to provide enough seats. It is true that the number of seats per hour may be increased from 14,400 to 23,040, if everything turns out as planned. But at the worst times there are as many as 35,000 passengers crowded one way in the bridge trains in a single hour. But is not the lack of seats the chief cause of the congestion?

Certainly. The fact that only 40 per cent of the passengers can possibly get seats has brought about all the rushing and pushing which is so demoralizing and dangerous. Could not enough seats somehow be furnished?

Easily, if desired, both on the bridge cars and the surface cars. Then why in the world has nothing been done? Because the city authorities have never imagined that seats could be furnished, and so have never tried to find out. How could it be done on the bridge railway tracks? Simply by running the standard 120-seat side-door cars already illustrated. But will the bridge clearances allow such a large car? Easily, because the 120-seat car is practically the same size as the present forty-eight seat bridge cars.

How many new cars would it take to provide seats for every passenger? One hundred cars, or twenty trains of five cars each. With a sixty-second headway, these would furnish 36,000 seats an hour. If six-car trains were run every forty-five seconds, as planned now, there would be 57,600 seats an hour for 36,000 passengers, against the 23,040 seats which is the largest number proposed.

What would 100 cars cost compared with the new terminal? About a third. And the present terminal might be adequate for some time to come.

But passengers would still have to change cars at the Brooklyn end of the bridge. Yes, just as they do now, until the Brooklyn Rapid Transit Company has built enough of the 120-seat cars to run them from all lines to the Manhattan end of the bridge.

How could more seats be furnished with the present surface cars? By running them in pairs, as already suggested, either two motor cars, or motor and trailer.

What would be the gain in seats this way? With the present standard car, run singly, about 14,400 seats an hour can be furnished. If run in pairs, with the same space between units on the bridge as now, over 32,000 seats an hour would be furnished, which is more than needed, as the maximum traffic is probably only about 17,000 passengers.

Could single cars be made to seat all the passengers? Yes, only new cars would be needed. The present type seat forty-eight. The same size car could be designed to seat sixty-four passengers, and then, run singly over the bridge as now, would furnish enough seats for every passenger.

Would the bridge be strong enough to allow cars run in pairs? Certainly. The present span required is to allow teams to pass in front of cars.

Could the loops at the Manhattan terminal handle two cars together? Without any trouble.

What would be the final seating capacity of the surface tracks with new cars of the present size? About 36,000 seats an hour with single-deck cars and 50,000 seats with double-deck cars, only such large double-deck cars, while feasible in Brooklyn, would not be needed and are hardly desirable. Trail cars would furnish sufficient seats at a low enough cost.

## Betty Vincent's Advice to Lovers.

## She Goes With Another.

Dear Betty:  
I AM a young man twenty-two years of age and I have been keeping company with a young lady for the past six months. For the last few weeks when I would ask her to go to a dance she would say she does not care to go. I have found out that when I do not visit her house she goes with another fellow. Please tell me what to do, as I would like to marry her.

## He Still Persists.

Dear Betty:  
I MADE the acquaintance of a young man twenty-two years old. He gave me a good time while I was there, taking me out all the time. When I was going home he asked if he could write to me. I told him yes, so he has always written to me. Since coming to the city I met another gentleman I like very much. We are engaged to be married, but he is very jealous. I wrote to the other fellow and told him I was going to get married, and he wrote back and said he doesn't care, as he will have me any way. He is causing trouble between me and my friend, as he (my friend) says he wants no fellow to write to me. What shall I do to make him stop writing to me? He has given me presents, but I returned them to him.

## Which Should Write First?

Dear Betty:  
A FRIEND of mine sent me a gift accompanied by a note several months ago. As the note did not contain his address I could not thank him as I would have done, having no knowledge whatever of his whereabouts. We had been great friends. In fact, he had

## She Won't Name the Day.

Dear Betty:  
I AM a young man of marriageable age and have at different times kept company with young ladies of my acquaintance, and am at present keeping steady company.

I would like to get married in the near future, but the girl keeps putting off the happy day. Now what would you advise me to do in order that I may convince her "the sooner the better." Yours truly, C. A. G.

Show her less attention, and if she refuses to name a day, pay attention to some other girl.

## She Loves a Japanese.

Dear Betty:  
I AM a young American girl, very much infatuated with a handsome young fellow of Japanese parentage. His father and mother are both well known and influential in Japanese society in New York. Do you approve my forming a firm friendship with him and accepting his attentions?

CHERRY BLOSSOM.

Your own personal feeling will have to govern you in this matter. I do not approve of intermarriage between the white and yellow races.

## "Roosevelt Needs a Stage."

By Walter A. Sinclair.

(Dr. Henry Van Dyke says: "President Roosevelt needs a stage."—Item.)

OLD DR. HEN VAN DYKE says Teddy ought to have a stage. Whomsoever he could convert and make the hit of all the age.

Though "Bill" says all the world's a stage and persons motor-folk, perhaps this crack of Doc Van Dyke's may be a little joke. For if Ted had that stage you bet he'd be the whole blamed show, from villain to the heroine who's sent out in the snow.

What kind of show? Elias going 'cross the flow of ice? With Foraker and Fairbanks playing icebergs? Rather nice! "Diplomacy" would suit him, turning "Dear Maria" green. And rousing with the action of the great lawn tennis scene. He might try something pastoral like Oyster Bay "Shore Acres." As "Crockett" he'd keep out the wolves, with howls by nature-fakers.

A minstrel show might suit, with Booker T. as Brudner Bones. While all the Brownsville Minstrels came in strong on barber tones. He might star in a "Western" play where a passing wind would slip its coils and expose the gun he packs about his hip. Though Doc Van Dyke may think a common stage would do the job, we think T. E. would rather have a three-act play for his.